INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

COUNTRY Hungary

REPORT

SUBJECT

DATE DISTR. 3 JUL 1957

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REFERENCES

DATE OF INFO.

PLACE & DATE ACQ

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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Information is given on the following aircraft plants:

1. Sportarutermelö Vallalat, Esztergom;
2. Dunakeszi Repülögepgyar, Dunakeszi airfield;
3. Pestvideki Gepgyar, Tököl airfield;
4. ATRA, Budapest.

The report includes six pages of aircraft silhouette drawings, and a paragraph on the import and export of gliders.

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INFORMATION REPORT INFORMATION REPORT

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COUNTRY : Hungary

SUBJECT : Aircraft Production in Hungary

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a. Sportarutermelő Vallalat (name was "Aero Ever" until 1948), at Esztergom. This factory was located at the airfield, about two kilometers south of the town. From 250 to 300 workers were employed. Gliders were produced mainly but also a few sports aircraft, whose engines were probably imported from the USSR or Czechoslovakia. The yearly production capacity was some 60 to 70 gliders. 50X1-HUM types

R-22 ("Futar"), prototype in 1948, see appendix 1.
R-18 ("Kanya"), prototype in 1948, see appendix 2.
R-156 ("Koma"), prototype in 1949, see appendix 3.
K-05 ("Szellő"), prototype in 1949-50, see appendix 4.
R-22s ("Junius-18"), prototype in 1950, see appendix 5.
Z-03b ("Ifjusag"), prototype in 1954-55, see appendix 6.

In addition, the factory produced some 40 to 50 of the Czech glider-type Zlin 381. : Pilis, Pajtas (two-seater, sports motor aircraft), Daru, Győr 2, Lepke, and Cinke. 50X1-HUM

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b. Dunakeszi (or Alagi) Repulögepgyar, located at Dunakeszi (Alag) airfield. Construction of this factory was begun in 1952 and it was in operation by 1953. The factory was still expanding in summer 1956 when the number of employees amounted to 300 to 400. Only gliders and sports aircraft were constructed and repaired. The first aircraft wholly completed by the factory, in spring 1956, were the glider, Ifjusag, and the sports motor plane, Pajtas. The factory had a very competent planning board. The test pilot was Endre Karsai 50X1-HUM

c. Pestvideki Gepgyar, located at Tökol airfield, Csepel. This factory repaired the following types of aircraft: MIG 15, MIG 17, MIG bis, UTI MIG, and IL 28. One of the test pilots was Endre Retfalvi, The factory was a secret war industry establishment. 50X1-HUM

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[redacted] 50X1-HUM

d. ATRA (Autotraktoralkatreszgyar - car and tractor parts factory) was known to produce aircraft and armored car parts. This factory was located on Soroksari ut close to the lamp factory [redacted] 50X1-HUM

2. [redacted]

Imports and Exports of Gliders

3. Unspecified quantities of gliders were imported from Czechoslovakia. They were of the types Zlin 381, Sohaj, Lunak, and Pionir. Hungarian gliders R-22s and Z-03b were exported. [redacted] 50X1-HUM

APPENDIX NO. 1

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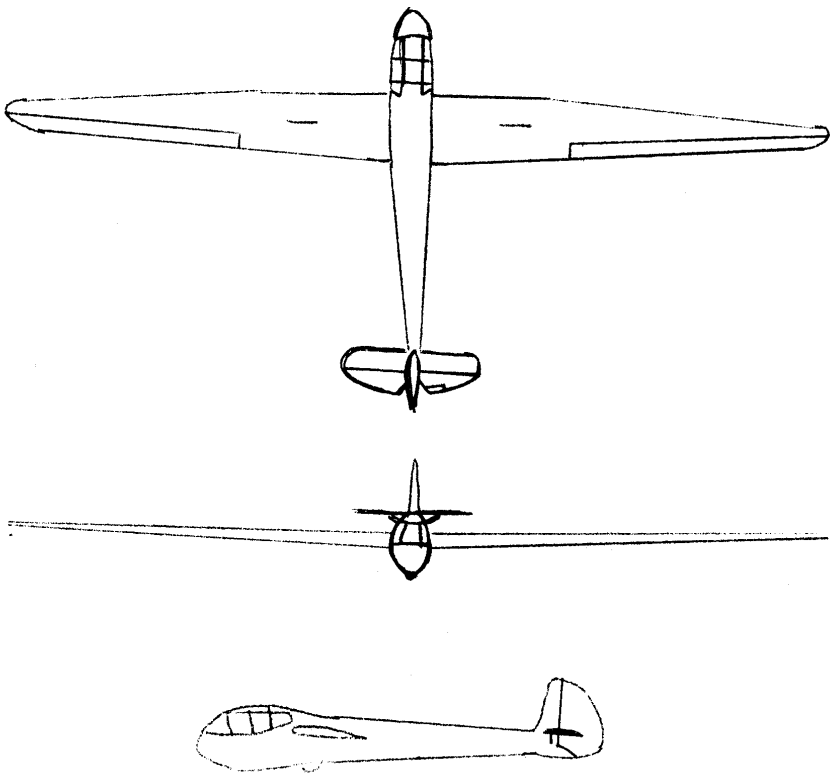
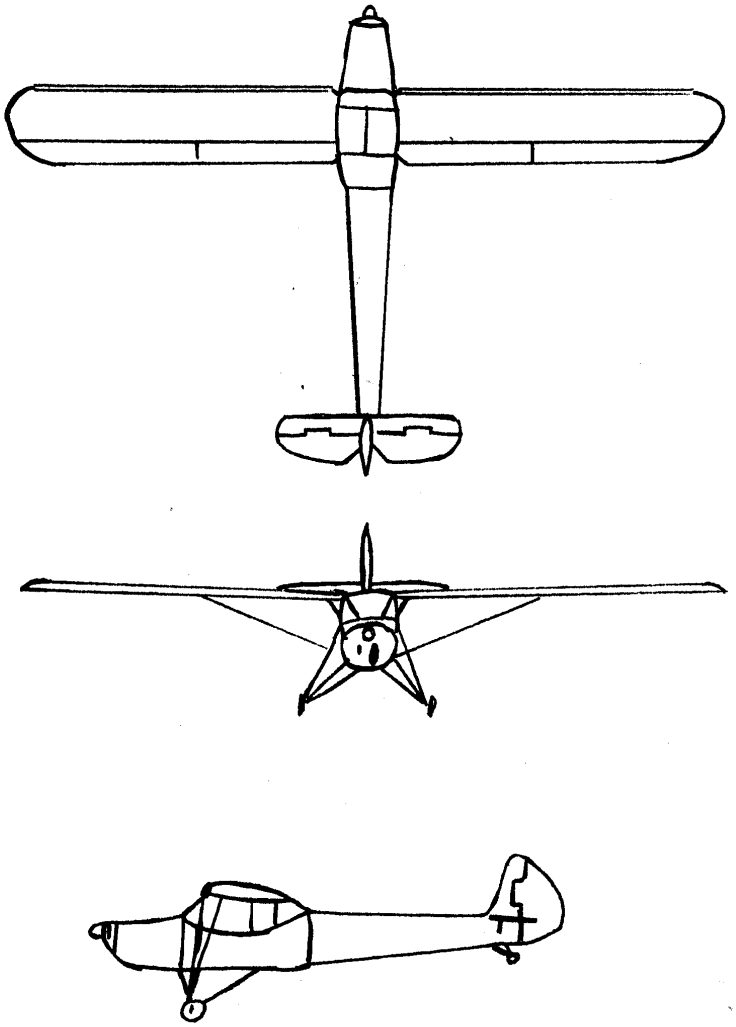


Futar R-22

Long-distance glider, constructed of wood. The designer was Ernő Rubik. The prototype was completed in 1948. This was a precursor model of R-22s and only a few were still in use. It had good flying qualities and could be towed and launched by winch. It was an all-maneuver-type glider.

APPENDIX NO. 2

50X1-HUM

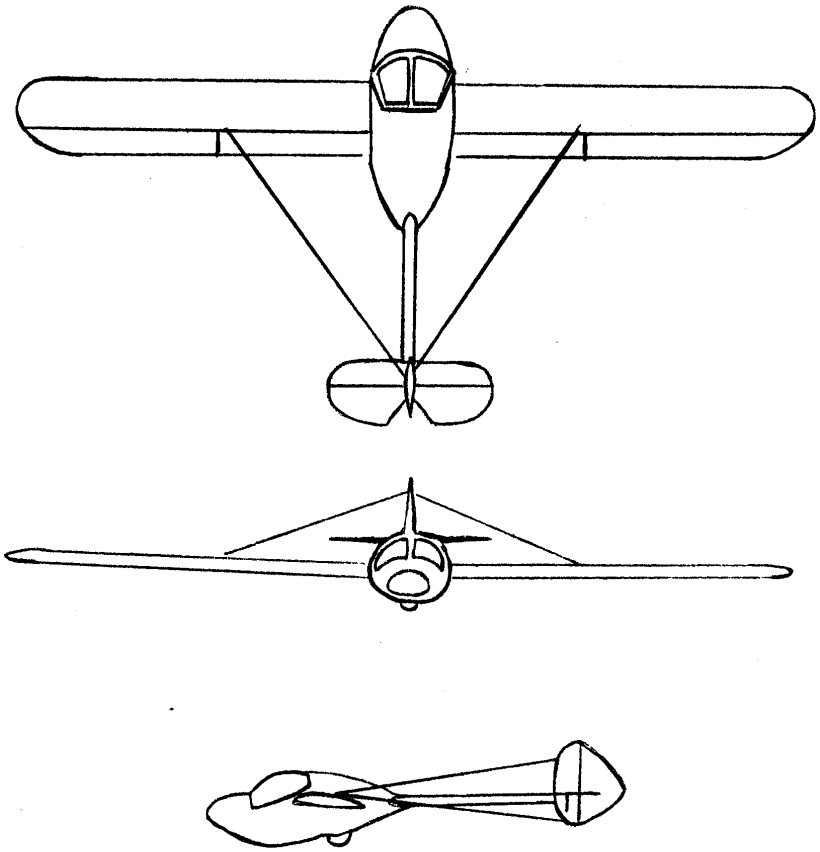


R-18 Kanya:

Two-seater, tow-plane for gliders and towing. The designer was Erno Rubik. The prototype was completed in 1948. It is a high wing monoplane constructed of metal and wood. Engine: Walter Minor IV; it is planned to be replaced with M11D model star engine to improve efficiency. By July 1956 some seven or eight copies were in use. It was considered a good plane.

APPENDIX NO. 3

50X1-HUM

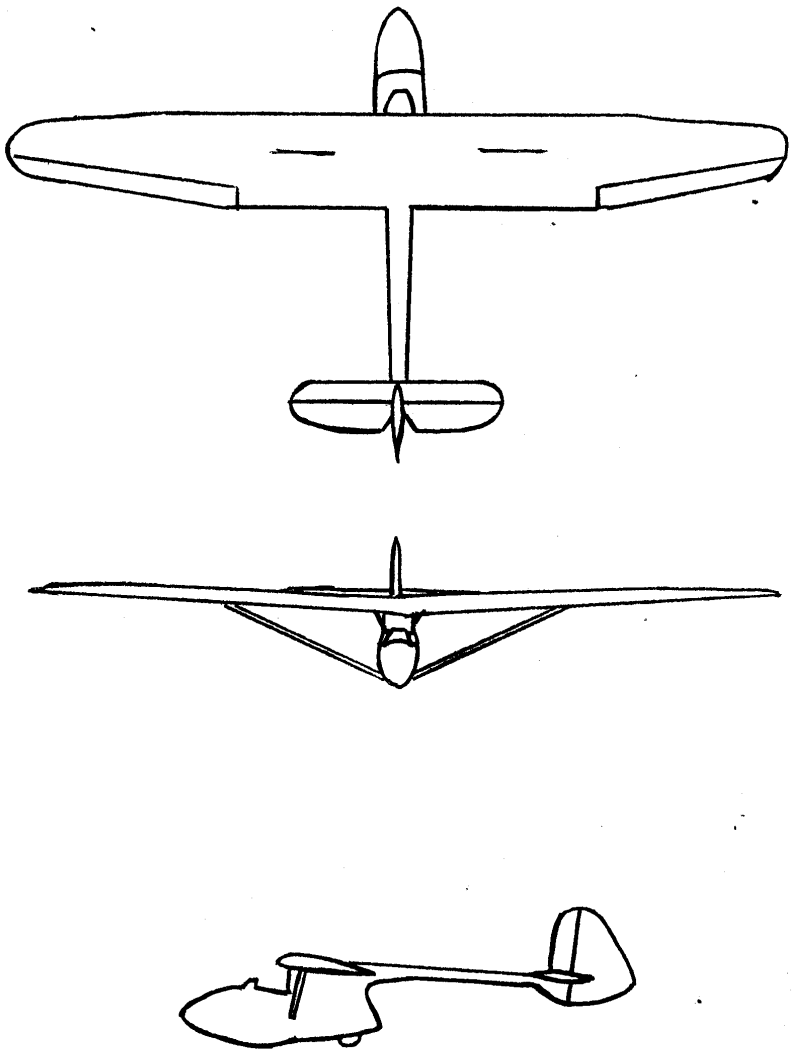


R-15b Koma:

Training glider of wood construction and with dual controls. Production was started in 1949. Some 60 were built in all. Considered a frail construction and not much used at present. The designer was Erno Rubik.

APPENDIX NO. 4

50X1-HUM



K-05 Szelló:

Single-seater, wood-construction, training glider. The designer was Sandor Kemeny. Production started in 1950. Some 50 were made in all. It was considered a frail construction but had good flying qualities.

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APPENDIX NO. 5

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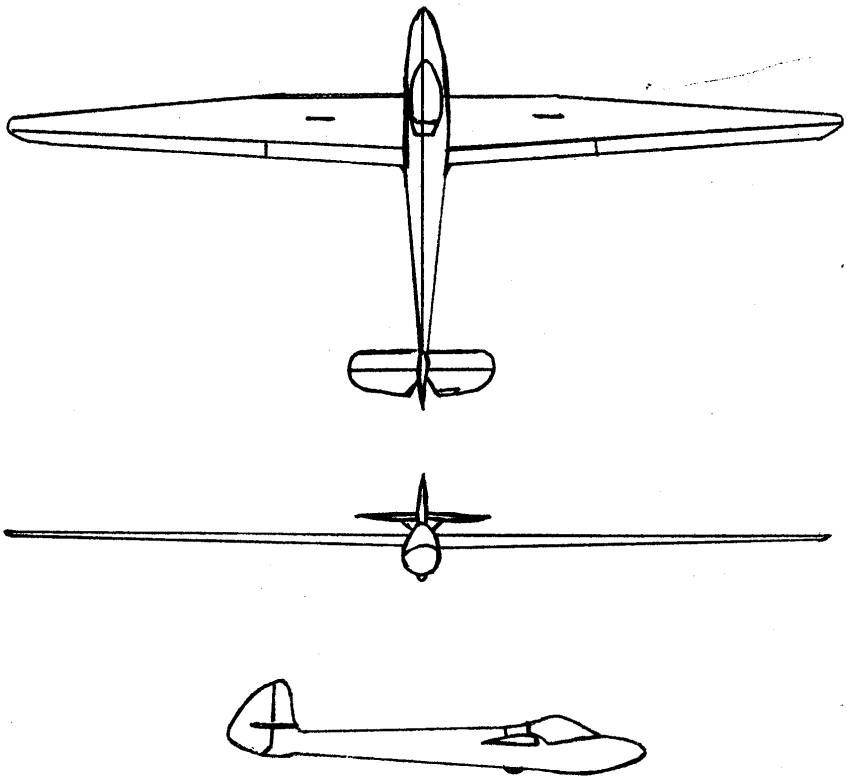
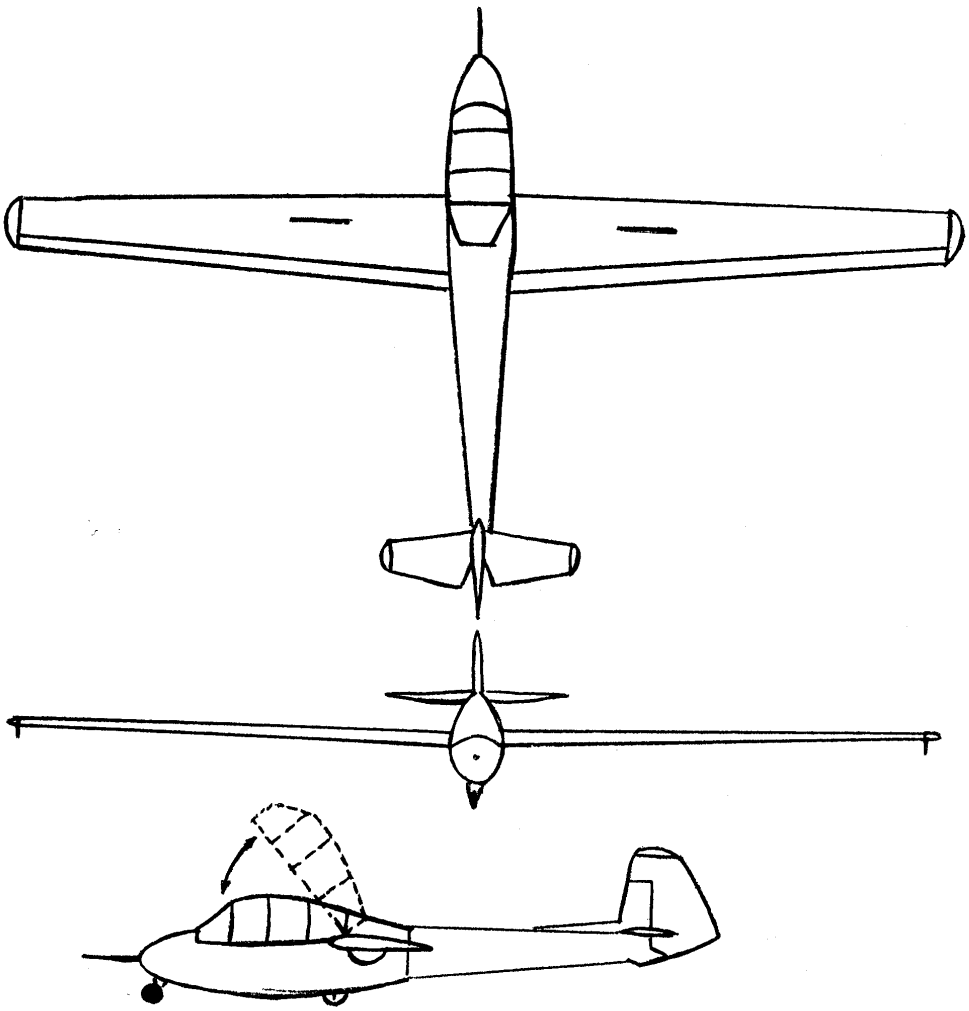


R-22s Junius-18 (Super Futar):

Long-distance glider, wood construction with an all-maneuver capacity. It could be towed or launched by winch and was capable of any maneuver except acrobatic flying. About 50 to 55 were in use in Hungary as of July 1956. The designer was Erno Rubik; the prototype was completed in 1950.

APPENDIX NO. 6

50X1-HUM



Z-03b Ifjusag:

Modern training plane with dual controls. First Hungarian glider of complete metal construction. The prototype was completed in 1954 to 1955. Some of this model were exported. It was a good plane except for the nose wheel which often was out of order.